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CENTRAL INTELLIGENCE AGENCY

LANGUAGE Russian

SUPPLEMENT TO
REPORT NO.

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For example, the Nikolayev Sovkhoz Trust established identical 1951 fuel-consumption norms for all the sovkhoses under the trust. Such an incorrect method of setting tractor fuel-consumption norms led to fuel surpluses in some sovkhoses and to shortages in others.

The Ministry of State Farms Ukrainian SSR and the oblast sovkhos trusts failed to exercise sufficient control over the correct computation by the sovkhoses of fuel-consumption norms according to types of work and tractors. As a result of this failure, higher 1952 fuel-consumption norms were established in some sovkhoses than had been in effect in 1951.

Thus, the Krasnaya Bashtanka Sovkhoz of the Nikolayev Trust increased its 1952 fuel-consumption norms over 1951 norms as follows: S-80 tractor, for plowing land to be sown to winter crops, from 13 to 14.5 kilograms; ChTZ-60 tractor, for plowing winter fallow and black summer fallow, from 20 to 20.4 kilograms; DT-54 tractor, for summer-fallow plowing of previously plowed land, from 9.1 to 13 kilograms; and SKhTZ tractor, for interrow cultivation of crops, from 3.08 to 3.8 kilograms.

The Bashtanskiy Sovkhoz of the same trust raised its 1952 norms over those effective in 1951 as follows: S-80 tractor, for plowing and harrowing of land occupied by perennial grasses, from 14.4 to 14.6 kilograms; and STZ-NATI tractor, for plowing winter fallow, from 21.6 to 22 kilograms.

Since they did not know the exact petroleum-product requirements of the sovkhoses, the sovkhos trusts created unallotted fuel reserves. In each quarter of 1951, the Dnepropetrovsk Sovkhoz Trust retained 15-20 percent of its assigned fuel supply in reserve; this reserve was then subsequently distributed to the sovkhoses on order of trust workers.

In the Nikolayev Sovkhoz Trust, the unallotted reserve amounted to 25-50 percent and even more of the quarterly supply. This reserve is usually distributed on individual orders of trust workers in the course of the quarter; however, the trust kept no records of withdrawals from the reserve and could not account for the purposes for which the fuel had actually been used.

In some sovkhoses of the Ministry of State Farms Ukrainian SSR, significant quantities of petroleum products were used for purposes other than those for which they had been designated. For example, large quantities of light-colored petroleum products in excess of plan were allegedly necessary to operate stationary engines.

Ligroine was consumed in large quantities for purposes other than for auto transport and combine motors. In some sovkhoses, pilferage of oil products was uncovered; in others, storage losses as reported were excessively high.

The inspection also revealed shortcomings in the use of gasoline for transport work. The Ministry of State Farms Ukrainian SSR worked out gasoline-consumption norms per ton-kilometer without taking into account the type of hauling to be performed and past experience with the vehicles. Such practices did not promote fuel-consumption economies.

Collection and regeneration of used oil were also unsatisfactory in the sovkhoses of the Ministry of State Farms Ukrainian SSR. The 1951 plan called for collection of 1,283 metric tons of used oil but only 476 metric tons (37 percent of the planned quantity) were actually collected. The 1951 plan called for the regeneration of 597 metric tons of oil but only 211.2 metric tons (35.4 percent of the planned amount) were actually regenerated.

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On the basis of the check carried out by the Inspectorate of Gosstrib USSR, the Minister of State Farms USSR issued an order indicating measures to be taken to liquidate shortcomings in the utilization of fuels and oils in sovkhoses of the republic.

Penalties were imposed on a number of workers guilty of the improper use of fuel.

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